87 OCT 1959

REPLY TO

ATTH OF: AFCIN

25X1A

SUBJECT:

Responsibility for Project

To: Director
Central Intelligence Agency
2430 "E" Street, N.W.
Washington 25, D. C.

1. One of the major USAF intelligence requirements, as expressed by the Air Staff in its Bevelopment Planning Objectives for Intelligence and Reconnaissance, is for a capability to conduct medium and high altitude (up to 200,000 feet) photographic reconnaissance on a discreet basis. This calls for design and procurement of both a follow-on aircraft and new photographic equipment.

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- 2. For some time, ATIC under my direction has been sponsoring a Technical Objectives Aerial Reconnaissance Plan, known as Project designed to supply the photographic capability needed to meet this requirement. Full details of are discussed and coordinated on a current basis with your specialist in TSS, so there is no duplication or everlap of effort between our agencies in this area and it will be usable in any follow-on aircraft sponsored by you or USAF. The project involves highly specialized technology and a substantial ascent of funding.
- 3. While the Air Force has stated a requirement for the followon vehicle, this has not been converted into an approved procurement item. I am of the opinion that this reconnaissance capability
 is needed and that both vehicle and equipment should be carried
 through to completion. This can be done by either the Air Force
 or by CIA, with transfer to you of the work done by the Air Force.
 If you agree that this capability should exist for U.S. intelligence, an expression of your wishes is desired, either as a statement of your intention to proceed plus request for transfer of the
 work done by the Air Force or as a requirement that the Air Force
 proceed with development of a completed capability.

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MAJOR GEREDAL, URAF ASSISTANT ORIEF OF STAFF, INTELLISENCE

| STANDARD FORM NO. | oved For Release 8/28 : CIA-F | RDP67B00511R00010 |
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| 25X1A 2 one of whe | . The only remaining question ther the development describe | ed by Project is itself worthy ar thoughts (and perhaps those of PIC) on |
| this subje | ct at your convenience. | |
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CLASSIFICATION



CHAL 0779 Copy -2

30 October 1959

MEMORANDUM FOR: Deputy Director (Plans)

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SUBJECT:

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1. According to information received by Cdr. ATIC, 29 October 1959, Project eals with a tactical day reconnais-25X1A sance system. It consists of three cameras:

- a. A tracker camera, 70 millimeter format similar to CHAL except that it has been engineered down in space to approximately 18" x 18" x 30" high. It carries two reels side by side and has a capability of 2,000' of film.
- b. The second camera in the system is a chart and target camera, trimet type installation built into one camera called the Zeiss-15/23 9 x 9 format using plieogon lense. This is similar to CHAL A-1 configuration except it is incorporated in one camera body.
- c. Number three camera is similar to type B and C in CHAL. This camera evidently has some very advanced engineering. It is being built by the Bulova Watch Company. It produces 50 lines per millimeter with a variable focal length from 72" through 200" plus. This change in focal length can be programmed by the pilot in flight. It has a F-5 aperture and records on six different rolls of film. Just how this is accomplished I am not sure by the explanation, but it is understood that it can either expose one piece of film similar to CHAL B or C or can expose three exposures simultaneously on different formats. This means that they can use films of different sensitivity and get a wide-band spectral cut of the same target at one exposure station. This camera has a 40° field of view on either side of the madir point and the principal point can be programmed by the pilot at will to several degrees of obliquity from the nadir, 100 - 200 - 400 or 800.
- 2. I understand that IT&T are building the instrumentation data part of which comes from the camera and part of which comes from the A-5 Inertial Nav System and is recorded on the film. Aeroflex Corporation is doing the mounts for the camera. As a part of the system development, 2B-57 aircraft are currently being used to flight test the system as components are developed and these will probably become the operational vehicles.

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30 October 1959

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SUBJECT: Project

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ARTHUR C. LUNDAHL Director, Photographic Intelligence Center

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